

An Exhibition and Sale of Seco Silks

Beware of Imitations

Nothing is more interesting to a woman than Beautiful Silks. Although these Seco Silks are inexpensive they make up beautifully for reception gowns, evening dresses and all other evening purposes at very little cost. Notice our Broad Street window display. These Silks are 26 inches wide, in plain and dotted effects, very lustrous and shimmering; colors, cream, white, black, Nile, mais, ceil, pink, lilac, corn, pearl, old rose, Copenhagen and navy, at **29c**

A Continuation of the Clearance Sale of Dress Goods

There will be good choosing to-day from the remarkable sale of Colored Dress Goods, which started yesterday. These prices are ridiculously small when compared with their original price, for these Dress Goods sold for almost double the price they are marked now. If you fail to visit this remarkable sale you will regret it.

Voiles in all the new shades, reseda, royal, peacock, myrtle, olive, cardinal and two shades of gray, sold originally for 75c and \$1.00; reduced to **49c**

Seven and eight yards to a pattern, one olive, one gray, one brown, one stone green, one castor and one mulberry, that sold originally for \$20.00 and \$25.00 per pattern; reduced to, yard **\$1.00**

Checked and Plaid Suitings, 36 to 44 inches wide, mostly gray, were 50c; reduced to, yard **25c**

This consists of Panama and Diagonal Suitings, in brown and green; also stripes in brown and green that sold for 75c and \$1.00 now **59c**

Striped Suiting and Wool Diagonals, in colors garnet, olive, cadet, smoke, brown, navy, tan, taupe and gray; original price \$1.50; reduced to, yard **\$1.00**

Mannish Suitings and new Diagonals, in colors woodrose, mulberry, navy and peacock; the suitings are green and gray; all sold at \$2.00 and **\$1.50**

Miller & Rhoads

FINISHES TASK OF MOVING POSTOFFICE

Temporary Building, at Seventh and Franklin, Open to Public To-Day.

Postmaster Allan yesterday completed the work of removing the post-office to the temporary quarters at Seventh and Franklin Streets. Until 10 o'clock last night, employees in the various divisions were engaged in arranging boxes, and establishing the interior so as to avoid delay in carrying out the business to-day.

Patrons of the post-office must apply to-day at the new building. Since the old Federal building was established, this is the first time it has been placed out of commission, and many of the employees left the establishment with regret. No inconvenience was experienced, as far as patrons are concerned, on moving day.

The outgoing mail department was transferred yesterday morning, and in the afternoon, the outgoing division was removed. The boxes have been installed, and the same numbers will be maintained. There is ample room in the temporary building for the accommodation of all offices, and Postmaster Allan says the public will suffer no inconvenience from the transfer.

RICHARD—SHUMAKER

Wedding Solemnized Last Night in Home of Bride on Seventeenth Street. Miss Freda Shumaker and Solomon Richard were united last night in the home of the bride, 17 North Seventeenth Street. The bride was dressed in satin, trimmed in crystal strings and pearls. The ushers were Abe Cohen, John Spector, Abe Goldwater, Landon C. Tucker, Louis Shapiro, Gabe Cohen and Samuel Barker.

The house was prettily decorated in greens and ferns and was beautifully illuminated with candle lights. Music for the occasion was furnished by Samuel Roosevelt Elmer, whose renditions during the ceremony and dance, which followed, were much enjoyed.

There were many guests present, both from among local friends and from out-of-town.

Marriage License.
A marriage license was issued yesterday by Deputy Clerk Broden, of the Hustings Court, to Edward Leo Adams and Ruth Virginia Letsey.

REPORTED EFFORT TO DEFEAT CARLIN

Eighth District Leaders Said to Be After Congressman's Scalp.

Rumors of attempts that will be made to defeat Congressman C. C. Carlin, of the Eighth District, were broadcast in Richmond last night. A number of political leaders from that congressional district were in the city, and it was stated that a conference was held and that another will be pulled off to-day.

Earnest opposition to Mr. Carlin was in evidence during his last campaign, but he was victorious in the primary. Those who oppose him now say that the opposition is more vigorous, numerous and determined than before, a statement which his friends discount. Certain it is that the names coupled with the reported attempt on his scalp are those of men who are or who have been powers in matters political in the Alexandria district.

Several names are suggested for opponents to Congressman Carlin, the one most generally mentioned in the lobby at Murphy's Hotel last night being that of Captain Joseph E. Willard, of Fairfax, a member of the State Corporation Commission. Captain Willard was in New York yesterday, and is expected to return to Richmond this morning. His friends in the city do not believe that he would consent to make the race, as he has declined at other times to entertain suggestions along the same line.

The Eighth District people would not talk, but the belief was general that the movement has been started, or that a meeting will be held to-day for the purpose of laying plans for its launching.

CHILDREN ARE GIANTS

Southampton County Has Youngest Farmer and Youngest Farmer. C. P. Grizzard, of Pumpkin, in Southampton county, writes The Times-Dispatch that his son, nine years of age, will compete for the corn prize offered this year. Mr. Grizzard claims that his son is the youngest farmer in the State, and says that Southampton county also has in Master Parker the youngest reporter in America.

UNCONSCIOUS 100 HOURS BOY HEARS MOTHER'S VOICE



RAYMOND SMITH.

At the sound of his mother's voice, Raymond Smith, who has been unconscious since his skull was fractured in a street car accident Saturday night, rallied yesterday morning and recognized her. In another moment the boy sunk again into unconsciousness, and he now lies in a desperate condition at the Virginia Hospital.

The only word the boy has uttered since entering the hospital is "mother," and this was spoken when Mrs. Carrie G. Smith asked the son if he recognized her. Mrs. Smith, whose husband died three days before the accident in which Raymond was hurt, fainted at the bedside when he did not respond to a second question. Physicians have little hope that the patient will recover. It was said last night that he may linger for several days, but his chances for life are as one in a thousand. No one has been admitted to the room except the doctors and intimate friends, and the report, after a diagnosis, is that the base of the skull is fractured.

Since he entered the hospital friends

have offered the boy every assistance, but his relatives, who live at 613 East Main Street, are prepared for the worst. Since his birth Raymond has been the pet of his mother and three aunts, all of whom have been constant callers at the hospital.

Few particulars can be learned of the manner in which the boy was injured. It is stated that he was riding on the back of a wagon, which was struck by an Oakwood and Broad Street car as it emerged from an alley between Franklin and Grace Streets, on First Street. Motorman Harris declares that he did not have any warning, and he is not blamed for the occurrence. William Pulliam, colored, driver of the wagon, has made no statement.

Raymond Smith is thirteen years old, and that he is still alive, after more than 100 hours of unconsciousness, is considered favorable. The original of the photograph produced was presented to the mother as a Christmas present. Should the boy regain consciousness, near physicians believe that he will survive his injuries.

FOUR APPLY FOR COLLECTOR'S JOB

Joseph B. Stewart Is Applicant to Succeed Himself in Office.

In Federal circles the main question of discussion is whether or not Joseph B. Stewart, collector of customs for Port Richmond, and custodian of the Federal building, will succeed himself in office. Mr. Stewart's term of office expires in February, and there are, so far as can be learned, four applicants for the position.

Those mentioned to succeed Mr. Stewart are Benjamin B. Arnold, treasurer of the Republican club of Richmond; Miles M. Williams, an employee in the revenue service; Charles E. Bristow and Charles E. Wortham. Mr. Wortham was not in the city last night, and it is denied that he is an applicant for the office.

Mr. Arnold said last night that he has not formally filed an application, but it is known that he will accept the appointment if it is tendered him by President Taft. Mr. Williams and Mr. Bristow, in statements of their friends can be relied upon as avowed candidates. Mr. Wortham was spoken of as the probable successor to Postmaster Cabell, but he was never an outspoken candidate for that office.

Mr. Stewart was appointed collector in 1901 by President McKinley, but before his confirmation the executive was assassinated. President Roosevelt reappointed him, and he was confirmed. Mr. Stewart, for reappointment, is recommended by the judges of the United States courts, court clerks, the district attorney and by the local bar. Under Mr. Stewart's administration receipts at the Richmond office have more than doubled, and Port Richmond is now recognized as one of the most progressive in the United States.

LOCAL STOCKS HOLD STRONG

Small Panic in New York Fails to Depress Virginia Securities.

The flurry and break on the New York stock market yesterday did not appreciably injure those stocks which are known as local favorites. The break of three points in Chesapeake and Ohio led the New York market, and during the day there was not even a sale of Chemical Preferred, the quotation being 119 bid and 122 asked.

A small panic in New York, which compelled a number of brokers to suspend, was caused by the terrible break in Columbus Hoeking Coal and Iron, which broke from \$81-2 to 25, a total of 63 1-2 points. The other stocks quickly followed suit, and breaks of from 5 to 12 points occurred all over the board. But one stock alone out of the entire list showed any advance at the close of the market, and that was Missouri Pacific.

The so-called Richmond stocks show the following losses: Chesapeake and Ohio, 2 points; Virginia-Carolina dates, 2 points; A. C. L., 2 points; N. & W., 2 points; N. & W., 2 points; American Can, 7-8 points; American Locomotive, 2-7-8 points.

M'KIM TO SPEAK

WHI Address Lee Camp on Stuart's Rev. Randolph H. McKim, of Washington, D. C., will deliver an address at the regular meeting of R. E. Lee Camp, No. 2, Confederate Veterans, tomorrow night at 8 o'clock on "Stuart's Cavalry in the Gettysburg Campaign—Reply to Colonel Mosby."

It is expected that every member of the camp will be present, and if possible will appear in uniform. George E. Pickett Camp, C. V., Sons of Veterans, the Daughters of the Confederacy, the Confederate memorial associations and the public generally are invited.

War's Wounds Healed.
Jacob Kempe, a veteran of the Union navy during the Civil War, made an address before the veterans of Lee Camp Soldiers' Home yesterday. Mr. Kempe's home is in Ulster, N. Y.

He spoke of the ravaged country, saying that no ill feeling exists on the part of the "Yankee" soldiers to their Southern neighbors, such matters proceeding from those who are seeking for color, and who are fit subjects for the fool-killer.

Street Railway Franchises.

BULLETIN No. 5.—Taxation.

The underlying principle of taxation in America is that taxes should be equal and uniform.

The principle is equitable and just, as it places the burden of government upon different property and different interests in proportion to their ability to bear it.

The street railway company of this city is now subject to the following taxes:

- A franchise tax of 1 per cent. of gross transportation receipts, levied by the State.
- A tax on real and personal property of 35 cents on the hundred dollars, levied by the State on assessments made by the State Corporation Commission;
- A tax of 1 per cent. on net income, levied by the Federal Government;
- A tax of \$1.40 on the hundred dollars of value of real and personal property, levied by the city upon assessments made by the State Corporation Commission.
- A tax in the nature of compensation for the use of the streets, levied by the city on gross receipts from traffic on a scale varying from 3 1/2 per cent. of the gross receipts to 10 per cent. of the gross receipts.
- Certain charges for the paving and maintenance of the streets between the tracks and for two feet on either side, sprinkling streets, free transportation for fire and police officers, free lighting for fire and police houses;
- A requirement that the company shall sell tickets for one hour in the morning and to persons attending schools and colleges at 2 1/2 cents each, on which tickets there is an aggregate operating loss of \$18,849 per annum, this being a special privilege tax for the benefit of persons purchasing these tickets.

Eliminating the State and Federal taxes, over which the city has no control, the taxes paid to the city of Richmond for the year 1909, under the system of taxation aforesaid, were as follows:

On real and personal property	\$31,154.99
As compensation for use of streets and special taxes for 1909—	
Taxes on gross earnings	\$49,975.42
Street paving and repairs (approximate)	20,000.00
Sprinkling streets	4,719.00
Free transportation of policemen and firemen and officers	8,650.00
Free lighting	2,391.30
Loss on 2 1/2-cent tickets	18,849.03

Total special taxes as compensation for use of streets.. 104,584.75

Total taxes paid the city.....\$135,739.74
or an amount equal to 13.56 per cent. of the entire gross railway receipts within this city.

In comparing these taxes with those paid by other enterprises in the city the following facts should be borne in mind:

1. A street railway is not a luxury, but is as much a necessity in the community as manufacturing plants, stores or transfer companies, and contributes more to the growth and development of the community and increase in property values subject to taxation than any other single enterprise;

2. That while the railway has the use of the public streets and a right to lay tracks thereon for a limited period of time, its rights to operate on the streets are only the same as those enjoyed by transfer companies, draying companies and other similar traffic, which pay no special taxes as compensation for the use of the streets—the only difference being that the street cars are operated on fixed tracks, while other transportation companies using omnibuses and vehicles use the entire street.

3. That the amount paid by the street railway company for the use of the streets, shown by the above figures, exclusive of property taxes, is equal to interest at 4 per cent. per annum on \$2,600,000, and is increasing each year; that these payments are solely for a right of way for a limited time to operate on the streets in competition with other vehicles which pay no such tax;

4. That the tax equal to 13.56 per cent. of the gross earnings of the company in this city is out of all proportion to the taxes paid by any other enterprise in the community, and is so heavy as to be an obstacle in securing money for the development of the properties and improvement of the service.

In spite of these facts, the management of the company, realizing that it would be impossible to reduce the present amount of taxes, have not suggested or asked for any reduction in the actual amount paid to the city at this time, but have only asked that the tax in the nature of compensation for the use of the streets be fixed at an amount for the future which will not increase more rapidly than the earnings of the company increase.

The amount now paid as a tax on gross earnings alone for the use of the streets, exclusive of property taxes and special charges stated, is equal to 4.9 per cent. of the gross railway earnings in the city.

It is now suggested, that for the future, this tax be fixed at 5 per cent. of the gross receipts from traffic within the city. Under this system the amount paid the city would increase as the earnings of the company increase.

The above discussion of this subject is confined strictly to the taxes paid to the city of Richmond. The total taxes paid by the company on the entire system for the year 1909 aggregated \$187,664.31, including special charges above indicated.

It is believed that the plan proposed is not only fair, but liberal to the city, and imposes a tax as heavy as it is possible for the railway traffic in a community of this size to bear.

Virginia Railway and Power Company



Custom Shirts
—AT—
UN-Customary
Prices

\$1.50 and \$1.65 Manhattans now.....\$1.15
\$2.00 Manhattans now.....\$1.38
\$2.50 Manhattans now.....\$1.88
Jay & Ell \$1.50 and \$2.00 grades are.....\$1.15
Jay & Ell \$2.00 and \$2.50 grades are.....\$1.65

Special Hat Sale

Our \$3.00, \$3.50 and \$4.00 styles now.....\$1.69

Jacobs & Levy

If you're looking for GOOD THINGS in the Suit line get next to our \$25.00 grades now selling at \$16.75. The assortment is excellent.